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8 Dec. 1955

Dear Gen. & Aggie,

In comparing the "D" with the "Angel" one can easily say that the "Angel" has it all over the "D". Rate of climb and max. altitude are the two main advantages of course, but are the most desirable. The "D" has refinements that the "Angel" didn't have when I flew my tests. Some may have been corrected by now. Some of the advantages are as follows.

1. Two engine reliability. —
2. Better visibility, OF
3. No frosting or "oiling" of canopy. FIXED?
4. Better control of cockpit temperature. (MUST BE CORRECTED ON WINGS)
5. Less prone to reach max. mach in level flight. ie; pilot does not have to watch out or concern himself with the "D" as he does with the "Angel". The "D" cruises at .72 while the "Angel" cruises at .78 or 10 kts below .8. (THIS IS BETTER PREFLEMING FOR STR WING AC OF TYPE) (WILL BE CORRECTED)

ATT. 4.

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6. Better ground Landing characteristics. OK

There are other refinements that the "D" has but are of minor nature.

To me, the "D" is very disappointing especially since contrails were observed at 58,000! With the potential of what the opposition is supposed to have in the Mig 17 it would be very demoralizing to attempt a mission in the "D." ← NOTE

I forgot to mention also that the full controls in the "D" are very good and I assume that the "Angels" are compatible at this time. If not, then the "D" has another advantage over the Angel. (CHART COMPARISON)

I guess thats about it. If I didn't answer all your questions Ozzie please don't hesitate to ask.

Sincerely,

Pete

2 = ADVANTAGES.

O.K.

Ozzie we have a few changes in mind for the "D" that will, I believe, improve it to where it can perform the mission. I am a little more optimistic than Pete. Perhaps I had a better flight.

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